Economic Summit held recently at New Delhi that after seven years of economic reforms, India is almost back to where she stood in 1991 and there was need for new strategy for creating a proper climate for her growth; and

(b) if so, what is Government's reaction thereto and whether Government share the perception of Managing Director of the W.E.F. in this regard?

THE MINISTER OF FINANCE (SHRI YASHWANT SINHA): (a) and (b) A three-day 'India Economic Summit' was organised by the World Economic Forum in collaboration with the confederation of Indian Industries in New Delhi from November 29 to December 1, 1998. The Managing Director of the World Economic Forum made a presentation on the Indian Economy and presented an intermediate and medium term agenda of Economic Reforms.

The Government's stand at the summit was that there was no reason for being unduly perturbed by the country's economy which is in good shape and that it was too early to make judgements regarding the annual performance of the economy. The economic policy of the country is stable and the process of economic reforms is going on.

Payment of Taxi/Scooter Charges to Persons living in Peripheral areas of Delhi

2565. SHRIMATI SAROJ DUBEY: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that Government have issued a clarification recently to the SR-46, whereby persons residing in the peripheral towns have been debarred for payment of taxi/scooter charges from the place of residence on holidays while on tour whereas employees posted in those places are getting HRA/CCA at the same rates e.g.; and

(b) whether Government propose to allow officials residing in places such as Ghaziabad, Gurgaon, etc. as in the case of Faridabad to reimbursement of taxi/scooter charges when they go on tour from their place of residence on holidays; if so, by when and if not, the reasons therefor?

THE MINISTER OF FINANCE (SHRI YASHWANT SINHA): (a) and (b) According to the existing orders, the population of the Urban Agglomeration, which is made up of a major city or town together with the adjoining areas of urban growth and is treated as one urban spread, is reckoned for the purpose of determining eligibility to CCA. On the other hand, the population residing with a Municipal Corporation/Municipality alone is taken as the basis for the classification of cities and towns for HRA. Therefore, the rates of CCA and HRA admissible in towns in the periphery of major cities are different even now.

Under the Travelling Allowance Rules, reimbursement of taxi/scooter charges for journeys on official tour is normally admissible only from the headquarters of the employees or their residences located at the headquarters to the railway station/airport/bus-stand and vice versa. The question of allowing such reimbursement to officials residing in peripheral towns, which are not their headquarters, does not, therefore, arise.

Upgradation of IES Officers

2566. SHRI JOYANTA ROY: Will the Minister of FINANCE be pleased to state:

(a) whether as per DOPT order dated 4th February, 1992 and different High Court, CAT and Supreme Court judgements, upgradation in same post with same duties and responsibilities does not indicate promotion;

(b) whether about 25 IES officers had been upgraded from Deputy Economic Adviser/NFSG to the scale of Rs. 18000-22400 keeping their duties, responsibilities and functions same; and